

Discussion Papers

1 Planning for Special Waste Management

2 Selecting a Special Waste Storage Site: Criteria

3 Choosing the Special Waste Storage Site

4 The Special Waste Facility: Administrative and Cost Structure

5 Managing Yukon Garbage

Choosing the Special Waste Storage Site



**Yukon
Waste Management
Program**

May 1991



**Yukon
Waste Management
Program**

***Advisory Committee
Members***

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Letter from the Committee Chair

May 1991

This is the third in a series of five discussion papers on the development of a comprehensive waste management program for the Yukon. This paper outlines the work of the Advisory Committee on options for siting of the special waste storage facility.

Part of the mandate of the Advisory Committee is to recommend to the Minister a suitable storage facility site for special wastes generated throughout the Yukon. As originally mandated, initial site investigations were only conducted outside of municipal boundaries.

As a result of our public consultations and discussions with Whitehorse City Council, the Advisory Committee established a Site Selection Working Group to look at possible sites for the storage of Yukon special wastes within the Whitehorse area, including sites within the city boundaries. This group has worked hard over the past months and has put forward two viable options for siting the facility: a site located near the Whitehorse Landfill and a site along the Whitehorse Copper Mine Road.

When the site selection process began in 1990, there was a great deal of concern that Yukoners would get caught with the NIMBY (NOT IN MY BACK YARD) syndrome and a storage facility would only be acceptable if it were located in a remote corner of the territory. I strongly feel that we have come to understand that safe, secure storage will ensure a facility we will all have confidence in.

To fulfill the Advisory committee's mandate, as directed by Cabinet, we have carefully analyzed the suitability, economics and potential for siting a facility in a more remote setting outside of municipalities. The sites considered and our findings are detailed in this paper. We consider user accessibility, proximity to emergency services, and cost effectiveness as key objectives in siting the special waste facility. The facility must be accessible to both industry and the general public, if it is to be used to its full potential. It must have access to emergency services, otherwise, the safety of the facility would be compromised. Finally, cost effective waste management is essential, if the best use of limited funds is to be realized.

It is the Committee's feeling that these three objectives of user accessibility, proximity to emergency services and cost effectiveness simply cannot be met by a facility at a remote site outside of municipalities. The two options noted above are within the City of Whitehorse and would more easily meet the stated objectives.

Over the coming weeks, the Advisory Committee will be holding a number of public meetings. I encourage you to study the options outlined in this paper and to participate in the discussions. This is an important step in the process and we need your input. Meetings will be held in Whitehorse on June 5, 1991 at Hellaby Hall. As well, we will plan meetings in Porter Creek and the McCrae area. Other meetings will be arranged on request. If you are unable to attend please send us your comments on the mailer provided in this paper.

We look forward to continuing the public discussions and hope that you will bring forward both your concerns and suggestions on the contents of this paper.

Ione Christensen, Chair: Advisory Committee on Waste Management

TABLE OF CONTENTS

Introduction	1
Special waste management	2
Special waste storage facility	
The site selection process	3
Alaska Highway corridor	
Whitehorse area	
Whitehorse City and surrounding area	
The public at work	5
Criteria	
Remote site outside of the Whitehorse area	
Recommended options	
Jake's Corner site	
Whitehorse Copper Mine Road site	
City of Whitehorse landfill site	
How you can participate	10

INTRODUCTION

The siting of the special waste storage facility has been perhaps one of the most challenging aspects to date in the development of the Yukon's comprehensive waste management program. This discussion paper, the third in the five part series on waste management, sets out a matrix of all sites considered for the storage facility.

The paper outlines the decisions that have been made regarding the location for the storage facility and reflects the fact that over the past two years we have all learned an enormous amount about the Yukon's special waste and how to manage it more responsibly.

At the outset of this project it was commonly believed that the only safe and acceptable site for the facility would be in an isolated location on the Yukon map. From discussions with Yukoners across the territory we have learned that a remote location may present more problems than it would solve.

Safe, secure storage

Over the past year, three issues have become clear. First, storage of our special waste is the essential component of the Yukon's special waste management system. Interim storage of our waste for ultimate disposal at a facility outside the territory is the only reasonable, economic, and responsible solution to our special waste management concerns.

Second, Yukoners want the storage facility to be close to emergency services to ensure safety and security of the facility.

And third, it must be close to the majority of users so that people will make regular use of the facility. Accessibility and functionality are the two key features for a successful program.

To accomplish the goal of responsible management for special waste, we need to cooperate in finding the most suitable site for the storage facility. A facility close to the users and support services is important to ensuring protection of our health and environment.

Special note

Members of the public may be puzzled with our finding. After all, are the two sites which we recommend not in almost the identical areas that were considered in 1988-89? Why have we spent so much time and money to come full circle? It's a good question and one which deserves an answer.

The work of the Advisory Committee has not been just to find a site for the building of a special waste storage facility. In fact, that has only been a very small part of what we have been working on.

We have developed a characterization inventory of hazardous waste in the Yukon. We started with the development of a total Yukon Waste Management Program, which includes both special and solid waste and the legislative/fiscal regimes that must accompany such a program. We have published fact sheets and discussion papers to provide public education so that informed decisions can be made. We established a Used Oil Task Force which investigated and is implementing a management plan and pilot project to deal with used oil – which comprises an estimated 70% of the total special waste generated. We are working with the western regions of Canada to develop reciprocal programs to deal with special waste in a more cost effective manner. Uniformity of legislation eliminates the possibility of any one area becoming a shelter for polluters.

The selection of a site in 1988 was designed to meet an immediate need for storage and did not take into consideration Yukon-wide requirements. We now know this should be a cooperative venture involving all levels of government, industry and the general public. With the work to date, we are in a much better position to assess these requirements and provide information to Yukoners to address the management of all special wastes.

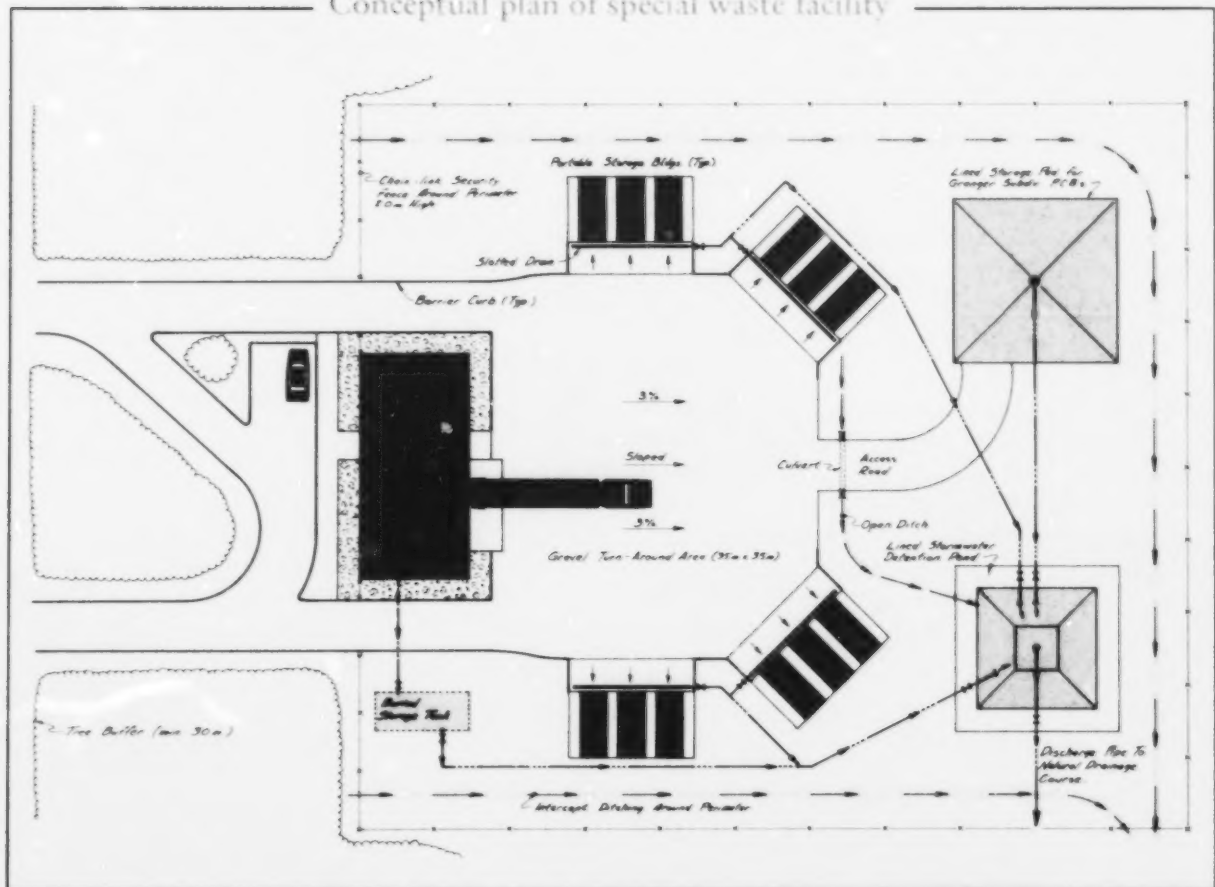
SPECIAL WASTE MANAGEMENT

We all generate some amount of special or hazardous waste each time we discard dead batteries, left-over paint or some household cleaners. Special wastes are toxic, corrosive, reactive or flammable and require special treatment and disposal to render them harmless. To date, special wastes have been disposed of in our landfills, sewers, forests, lakes and rivers where they pose public and environmental health and safety concerns. (For a detailed discussion of these topics please refer to the paper entitled **PLANNING FOR SPECIAL WASTE MANAGEMENT**).

Special waste storage facility

In the Yukon, we generate approximately 1000 tonnes of special waste per year. Once we apply the 4 Rs of responsible waste management (see inside back cover), the estimated amount of waste requiring storage is about 160 tonnes or 780 forty-five gallon barrels. These barrels will be carefully labeled and stored at the facility prior to shipment for disposal. The storage facility will consist of a main office complex with 4 or 5 modular units behind the office area. These units will allow segregation of materials with similar characteristics so that special fire suppression and emergency response systems can be designed into each unit. Modular units will also provide flexibility to change as waste generation changes.

Conceptual plan of special waste facility



THE SITE SELECTION PROCESS

In May 1990 the Advisory Committee on Waste Management released a discussion paper entitled **SELECTING A SPECIAL WASTE STORAGE SITE: CRITERIA**. The paper outlined the process and criteria to be used in selecting the site for the facility.

The previous discussion papers have been the building blocks for the site selection options outlined in this paper. It may be helpful to review the first two papers to gain a clear understanding of the type of facility being proposed and the nature of the wastes to be stored.

The Advisory Committee has worked through many stages to arrive at our recommendations. The key stages are outlined below.

Alaska Highway Corridor

Phase One of the site selection process began with gathering background information on costs and structures of a special waste management system. The Advisory Committee soon determined from the technical information and from discussions with some of the communities, that one central storage facility should be built and located somewhere between Haines Junction and Watson Lake within a kilometre of the Alaska Highway. This decision was based on simple economics and the anticipated usefulness of the facility. The high cost of ensuring safe, secure storage of special wastes supported one central facility. Locating the facility along the Alaska Highway would mean that the wastes would be stored along the major roadway out of the territory, ultimately on the way to disposal facilities.

Once the map of this corridor was completed with all titled properties, land claims and other reserves noted, it became clear that in spite of our common belief that

there is abundant land available in the Yukon, there were very few viable options in this corridor for the Committee to consider. All were remote and would not eliminate the need for an additional collection facility in Whitehorse.

Whitehorse area

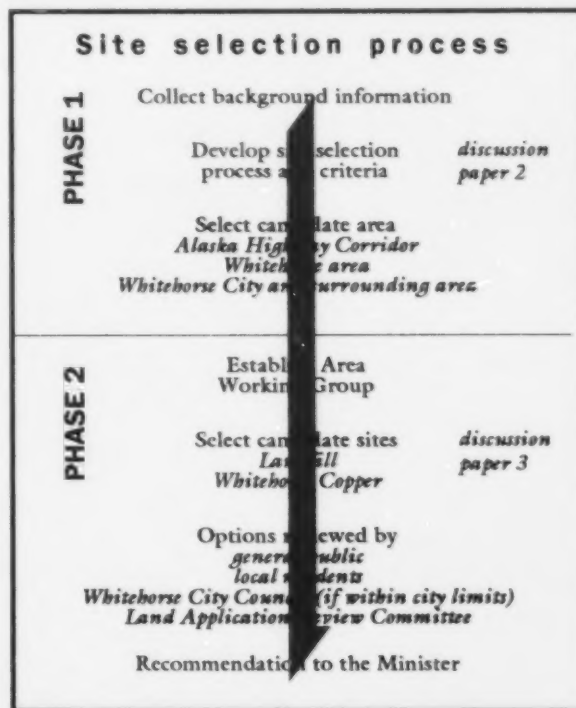
Towards the end of Phase One, studies indicated that the majority (70%) of special waste in the Yukon is

generated in the Whitehorse area. The Committee examined the various issues in siting the facility in a remote location and in an area closer to waste generators. Tables 1 and 2 on page 4 highlight the main concerns influencing the decision to site the facility as close to Whitehorse as possible. The Committee also held discussions with waste generators who consistently indicated that the facility had to be within easy access to ensure that waste generators could afford to make use of it. With this information and the Advisory Committee's original mandate to site the facility outside of

municipal boundaries, an area was defined surrounding, but not including, the City of Whitehorse.

Whitehorse City and surrounding area

At the invitation of the City of Whitehorse, the Advisory Committee met with Council to discuss the proposed special waste management system and specifically the storage facility. The City Council indicated that the Association for Yukon Communities motion pertaining to keeping the facility outside the



municipality was made when very little was known about management of special waste. The City Councillors realized that the proposed storage facility would include safe, secure storage techniques supported by a sophisticated on-site emergency response system. Following these discussions, City

Council passed a motion inviting the Advisory Committee to examine sites within the City of Whitehorse.

The candidate area was then expanded to include the land within the Block Land Transfer surrounding and including the City of Whitehorse.

Table 1: Economic factors

	Whitehorse area site	Siting outside Whitehorse area
Establishment of special waste facility(s)	\$1,000,000	* \$1,750,000
Transport costs from across the Yukon to facility	\$4,000	\$11,700
Operation and maintenance	\$60,000	** \$70,000
Lab analysis (Lab located in Whitehorse)	\$8,500	\$10,000
TOTAL	\$1,072,500	\$1,841,700
*This includes the cost of an interim storage facility to serve Whitehorse.		
**This does not include municipal facilities.		

Table 2: Non-economic factors

	Whitehorse area site	Siting outside Whitehorse area
Emergency response	• full time services	• volunteer fire protection services • police located at nearest community
Facility use	• serve all of the Yukon	• generally service areas outside Whitehorse • Whitehorse would require its own storage site and likely ship direct to disposal once trucks loaded
Administration for all of the Yukon	• provide coordination for entire territory	• operators and administrators would be required for both Whitehorse and Yukon facilities • operators and administrators may not be located near facility (difficult to attract staff) • Whitehorse facility would be a municipal responsibility
Operation	• provide one location for waste handling • utilize backhaul rates to collect wastes from communities	• reduced potential for waste minimization and waste exchanges • large quantity generators in Whitehorse may have to transport to territorial facility if volumes exceed Whitehorse's interim storage capacity • backhaul rates to territorial facility may not be available

In the fall of 1990 the Advisory Committee began Phase Two of the site selection process by establishing the Site Selection Working Group composed of 12 Whitehorse area residents. This group was given the mandate to examine the Whitehorse area to determine if any sites were suitable to locate the special waste storage facility. The members included:

Patrick Boss	Ta'an Kwach'in Council
Paul Butte	Whitehorse Chamber of Commerce
Ione Christensen (co-chair)	Advisory Committee on Waste Management
Judy Dabbs	Yukon Conservation Society
Malcolm Dawson	Kwanlin Dun Band
Niels Jacobsen	Mayo Road Area
Marilyn King (co-chair)	City of Whitehorse
Karen McKenna	Lorne Mountain Hamlet Council
Lorrina Mitchell	Golden Horn Volunteer Fire Department
Doug Raines	City of Whitehorse
Louis Schilder	Ibex Valley Hamlet Council
Dave Wahn	City of Whitehorse

The Working Group called for proposals for privately owned land that could be considered for siting of the facility. Sites identified through this process were analyzed and found unsuitable to this point.

The Working Group then held an Open House in November 1990 where the detailed maps of the Whitehorse area were exhibited and the public was invited to identify potential sites.

Eight sites were identified from the meeting and the Working Group added five more sites after further review of the maps. The analysis of these 13 sites in the Whitehorse area, and two from remote areas, are included in Table 3 on pages 6 and 7.

Criteria

As illustrated in Table 3, the Working Group used the criteria developed by the Advisory Committee in consultation with the public (see discussion paper entitled **SELECTING A SPECIAL WASTE STORAGE SITE: CRITERIA**). Once the physical features for each site were analyzed, the key criteria that influenced the choice of options were access for the public and waste generators and access to emergency services.

Table 3: Special waste storage facility proposed sites

SITE	PHYSICAL FEATURES				ACCESS	LAND USE	
Location	Geology	Topography	Soils (3) a) Soil type b) depth to bedrock c) depth to groundwater	Surface water (4) (distance to nearest water)	a) Roads b) Services	a) Existing use b) Zoning c) Conforms to OCP - Official Community Plan	Conflicts (distance to nearest residence or recreation)
Whitehorse Copper Mine Road (south side of access road to mine)	Miles Canyon Basalt (1) • stable, no faults	gentle to moderate slopes	(5) a) between McCrae gravels and glacial till b) in excess of 30 m c) in excess of 30 m	near to small drainage course (500 m)	a) good all weather road into the site b) power/telephone to the site. There is an abandoned waterline from the Yukon River that may be used.	a) vacant b) OS - Open Space (require zoning change) c) conforms: yes	some recreational use of trails for skiing and skidooring (600 m)
City of Whitehorse Landfill Site (south side of existing landfill)	Whitehorse Pluton (1) • stable, but site is adjacent to a fault.	gentle to moderate slopes	impervious a) glacial till b) some exposed in existing trench c) in excess of 30 m	near to Porter Creek (600 m)	a) all weather road to the site, but has poor grade and alignment. b) power up to the site and one way telephone service	a) City sanitary landfill b) OS - Open Space (require zoning change) c) conforms: yes	proximity to Porter Creek and Kopper King residences (2,000 m)
City of Whitehorse Landfill Site Road (north side of access road to landfill)	Lewes River Group (2) • Aksala Formation, Hancock Member stable, but site is adjacent to a fault	gentle to moderate slopes	impervious a) glacial till b) some exposed on surface c) in excess of 30 m	near to Porter Creek (400 m)	a) all weather road to the site, but has poor grade and alignment b) power to the site	a) vacant b) OS - Open Space (require zoning change) c) conforms: yes	proximity to Porter Creek residences/has reserve on the site (900 m)
Kulan Industrial Subdivision Expansion (south of existing subdivision)	Whitehorse Pluton (1) • stable, no faults	gentle to moderate slopes	impervious a) glacial till - some hills contain gravels b) 6 m c) in excess of 30 m	near to small drainage course (300 m)	a) good all weather road into the existing subdivision only b) power and telephone into the existing subdivision	a) vacant b) MSx- Service Industrial (no residential) c) conforms: yes	proximity to Porter Creek and Crestview residences (500 m)
Whitehorse Airport Area (in old gravel pit adjacent to Alaska Highway)	Whitehorse Pluton (1) • stable, no faults	gentle slopes	impervious a) depleted gravel pit overlying silts b) in excess of 30 m c) in excess of 30 m	good separation from water courses (1,000 m)	a) adjacent to the Alaska Highway b) none	a) sand and gravel pits b) OS - Open Space (require zoning change) c) conforms: no	Commissioner's Land (leased) (300 m)
Whitehorse Airport Area Site (on airport grounds, west of runway)	Whitehorse Pluton (1) • stable, no faults	gentle slopes	impervious a) thin layer of sand overlying silts b) in excess of 30 m c) in excess of 30 m	good separation from water courses (1,000 m)	a) adjacent to the Alaska Highway and to airport internal roads b) none	a) airport grounds - vacant b) OS - Open Space (require zoning change) c) conforms: no	federal land (Ministry of Transport) (1,500 m)
Km 1451.2 Alaska Highway (south of Whitehorse, west side of Alaska Highway)	Whitehorse Pluton (5) • There is no current data on the geology for this area.	gentle slopes	impervious a) thin layer of sand overlying silts b) in excess of 30 m c) in excess of 30 m	creek in behind site (100 m)	a) adjacent to the Alaska Highway b) none	a) vacant, outside city limits	Commissioner's Land (1,000 m)
Km 1447.2 Alaska Highway (south of Whitehorse, west side of Alaska Highway)	Whitehorse Pluton (5) • There is no current data on the geology for this area.	moderate to steep slopes	impervious a) thin layer of gravel and sand overlying silts b) in excess of 30 m c) 10 to 15 m	slough off the back of the site (100 m)	a) adjacent to the Alaska Highway b) none	a) vacant, outside city limits	Commissioner's Land (500 m)

SITE		PHYSICAL FEATURES			ACCESS	LAND USE	
Location	Geology	Topography	Soils (3) a) Soil type b) depth to bedrock c) depth to groundwater	Surface water (4) (distance to nearest water)	a) Roads b) Services	a) Existing use b) Zoning c) Conforms to OCP - Official Community Plan	Conflicts (distance to nearest residence or recreation)
Haeckell Hill (west side of the road to old rifle range)	(5) • There is no current data on the geology for this area.	gentle to moderate slopes	permeable a) Thin layer of silt overlying sands b) in excess of 30 m but will vary c) in excess of 30 m	creek across the road from the site (200 m)	a) all weather road to the site b) none	a) vacant b) OS - Open Space (require zoning change) c) conforms: no	Commissioner's Land (400 m)
Whitehorse Copper Mine Site (existing mine site)	Lewes River Group (2) • Aksala Formation, Hancock Member A fault has been indentified through site.	gentle to moderate slopes	impervious a) glacial till b) 6 m c) in excess of 30 m	near to small drainage course (600 m)	a) good all weather road into the site b) power/ telephone to the site. There is an abandoned waterline from the Yukon River that may be used.	a) mine site b) MH- Heavy Industrial c) conforms: yes	some recreational use of trails for skiing and skidooring (1,000 m plus)
McCrae Industrial Subdivision Expansion North (across the Alaska Highway)	Whitehorse Pluton (1) • stable, no faults	gentle to moderate slopes	permeable a) McCrae gravels - sandy gravels b) 30 m c) in excess of 30 m	near to small drainage course (200 m)	a) all weather road to site, maintained by Northwestel b) none	a) vacant b) MH- Heavy Industrial c) conforms: yes	some country residential (300 m)
McLean Lake Quarry (north side of road)	Whitehorse Pluton (1) • stable, no faults	gentle to moderate slopes	permeable a) gravels overlying decomposed granite b) 10 to 12 m c) in excess of 30 m	near to small drainage course (400 m)	a) good all weather road into the site b) none	a) gravel and quarry pits b) Quarry (require zoning change) c) conforms: yes	none (800 m)
Utah Transfer Site (existing WhitePass yard) (6)	Miles Canyon Basalt (1) • stable, no faults	gentle slopes	permeable a) sands and gravels overlying silts b) in excess of 30 m c) in excess of 30 m	near to the Yukon River (700 m)	a) adjacent to the Alaska Highway b) power/telephone to the site	a) abandoned White Pass Rail Yard b) MH-Heavy Industrial c) conforms: yes	titled land to White Pass, site is sandwiched by Alaska Highway, RV Park and large logging operation (300 m)
Jake's Corner (west side of the Alaska Highway)	(5) There is no current data on the geology for this area.	gentle to moderate slopes	impervious a) silty clays b) unknown c) unknown	good separation from water courses (1,000 m plus)	a) adjacent to the Alaska Highway (requires a 300 to 400 m access road) b) none	a) vacant, outside city limits	federal land (1,000 m plus)
Pine Lake near Swift River, Km 1155 (between airstrip and the Alaska Highway)	(5) There is no current data on the geology for this area.	moderate to steep slopes	unknown	close proximity to water courses	a) some upgrading of existing road would be required, present road contains steep grades b) none	a) vacant, outside city limits	federal land (1,000 m plus)

- (1) Some weathering of the surface. Low fracture permeability. (2) Bedrock is weak and has high fracture permeability.
 (3) No site showed signs of containing permafrost. (4) All sites were located outside the floodplain of the Yukon River or any other river.
 (5) General information only, nothing site specific. (6) Site contains signs indicating contaminated soils (lead/zinc ores).

Remote site outside of the Whitehorse area

The Committee's original mandate was to find a site outside of any municipal boundaries. As stated earlier this was not an easy task. Undedicated lands are few and far between. West of Whitehorse on the Alaska Highway large tracks of suitable agricultural land dominated the area. Within the Block Land Transfer, residential use, both existing and proposed, make it unsuitable. The Mayo Road within the Block Land Transfer is also both residential and agricultural. South of Whitehorse in the Block Land transfer, two areas were found, as noted in Table 3, but the topography and drainage were poor. Other parts of the highway which were open exhibited either poor topography (mountain sides) or major lakes and watersheds made them unsuitable.

There was one area which met topography and watershed requirements and that is near Jake's Corner. While not recommending this as a suitable site for all the listed reasons, we do present it as an option which was considered.

It is our opinion that any remote site, outside of municipalities, fails the siting criteria. The facility must be used, must be cost effective and must have access to emergency services. Furthermore, by building a

remote site outside municipalities, an interim collection facility would still be required in Whitehorse. As well, the remote facility's safety would be compromised by distance from emergency response and additional handling and transportation. One possible reason for considering a remote site would be in response to earlier intense public reactions against any and all sites close to human settlement.

Jake's Corner site

This site is at kilometre 1395 on the Alaska Highway, approximately 2 km from Jake's Corner. The distance from Whitehorse would increase transport costs for the waste generators and there would also be a requirement for an organized mechanism for household special waste collection in the Whitehorse area. This site is not near any currently established emergency response services, and would require additional transport of samples which require lab analysis not available on-site. These factors would necessitate the establishment of an interim storage facility in Whitehorse.

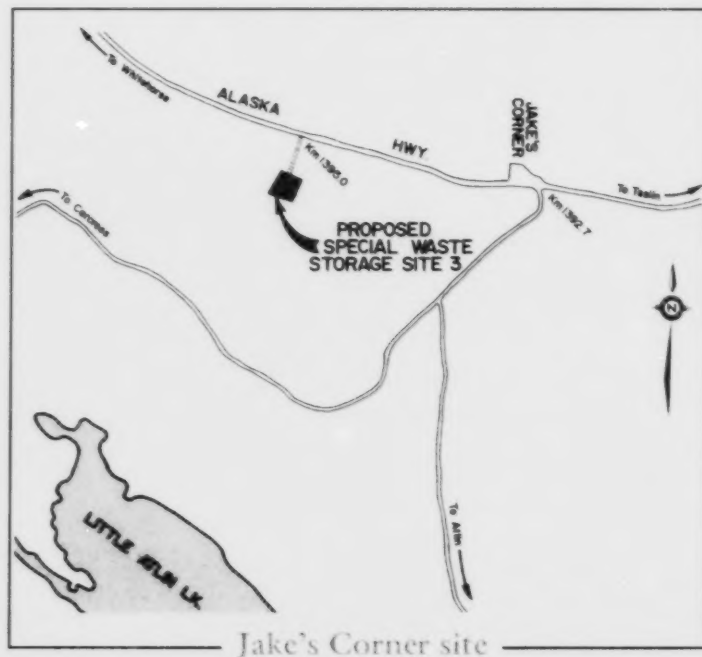
Siting at this location may be subject to the Federal Environmental Assessment and Review Process which, though similar to the review of sites on

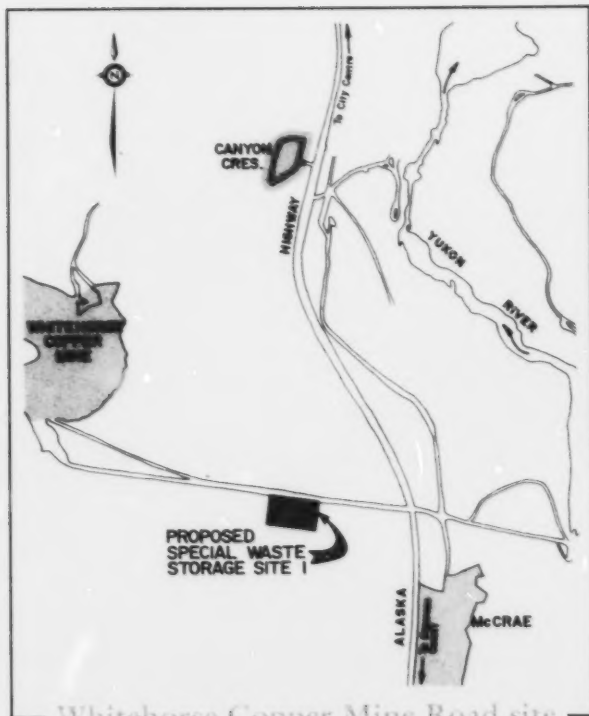
Commissioner's Land (Land Application Review Committee), would involve delays which could postpone construction of the facility until 1992.

Recommended options

In determining which options were worthy of recommendation, first the characteristics detailed in Table 3 were applied. Once sites which did not meet all physical characteristics were eliminated, characteristics such as accessibility to the public and emergency services were considered.

The Whitehorse landfill site and Whitehorse Copper Mine Road site are suggested as the most viable options, given that both sites are quite a distance from residents yet close enough to emergency services and waste generators to make the facility useful.



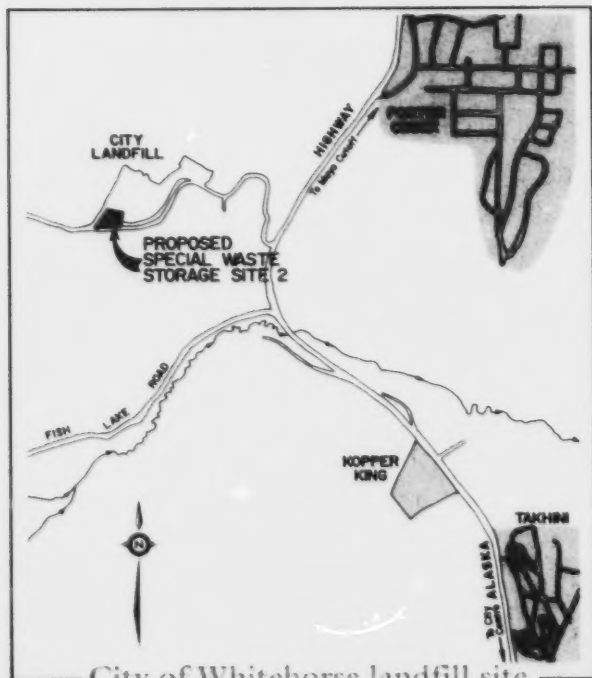


Whitehorse Copper Mine Road site

Whitehorse Copper Road Mine site

The site, as indicated on the map, is approximately one kilometre from the Alaska Highway. As noted in the earlier discussion, the physical features, though not perfect, are acceptable and are similar for both sites in the City. Although our examinations to date have not included any drilling on-site, the information included in the analysis is the most recent available. Prior to any final decisions, on-site geotechnical drilling is essential to confirm the information.

The Whitehorse Copper site was strongly supported given its proximity to the McCrae Industrial Subdivision where potential waste generators may be located. The site was also considered to be in the "wasteland" area of the old mine and an area unsuitable for many other types of activities. This site is not within the existing heavy industrial zone, however, it is within the designated area of the Official City Plan for future development for heavy industrial. If this site is recommended, the City would be required to hold public hearings to address the rezoning of the site.



City of Whitehorse landfill site

City of Whitehorse landfill site

Detailed information is available given that extensive work was completed in this area when the landfill site was built. There has been a great deal of support for this site because it would allow for integrated waste management in one area. This might encourage the public to bring their household garbage and special wastes to the site in one trip. Many of the Working Group members indicated that "it seems like the natural place to put the facility."

Although there is an existing road up to the landfill site, it is likely that substantial upgrading would be required to allow safe access to the facility. With a projected life of 25 years for the current landfill site, such upgrading would be justified.

HOW YOU CAN PARTICIPATE



Over the coming weeks, the Advisory Committee will be holding public meetings to discuss the site options outlined in this paper. You are encouraged to attend the meetings and voice your concern and support for any of the options.

The Whitehorse general meeting is scheduled for June 5, 1991 at Hellaby Hall. The Committee will also hold a meeting in the McCrae area at Pioneer Trailer Park on June 10, 1991 and in Porter Creek at the Guild Hall on June 13, 1991.

If you are unable to attend these meetings, please complete the enclosed postcard. Your comments and concerns will be noted in the public record kept by the Committee. From this record, the Committee will make its recommendation to the Minister on the most appropriate site for the special waste storage facility. As is noted in the descriptions of the sites, the City will also be holding public hearings if one of the City sites is recommended. This is required because of the zoning change for the particular sites.

You can also contact the Waste Management Coordinator to discuss in detail any of your concerns. You can request more detailed information or copies of the previous discussion papers. Contact:

Don Wilson
Waste Management Coordinator
Municipal Engineering
Community and Transportation Services
Government of Yukon
P.O. Box 2703
Whitehorse, Yukon Y1A 2C6
Phone (403) 667-3436 or toll free 1-800-661-0408
Fax (403) 667-6109

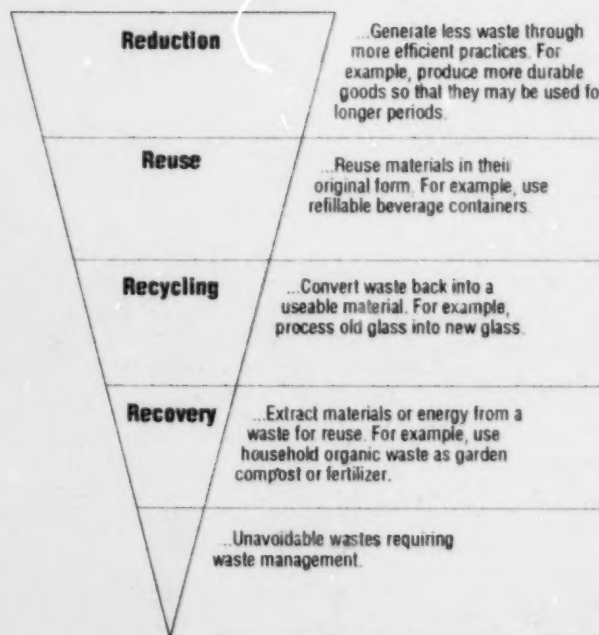
The Advisory Committee on Waste Management was formed by the Minister of Community and Transportation Services to listen and report on the concerns of the public. It's important for you to let us know your ideas about our proposals. Please be part of the process in whatever way you feel appropriate. Watch the local media for further information on the public meetings and plan to attend.

THE FUNDAMENTAL PRINCIPLES OF THE YUKON'S WASTE MANAGEMENT PROGRAM

The Government of the Yukon has made a major commitment to develop a comprehensive waste management program. The development of the program will be guided by the Advisory Committee on Waste Management which represents both public and private interests.

The overriding goal for the waste management program is to ensure public and environmental health and safety. The fundamental principles include:

1. Minimizing waste production by incorporating the 4 Rs of sound waste management...



2. Developing a waste management system to include handling, transportation, storage and disposal of waste in a manner consistent with the overall goal of ensuring public and environmental health and safety standards.
3. Providing a public education and information program that addresses all aspects of waste management.
4. Enabling full public participation at all key stages of the program development.
5. Encouraging and supporting sustainable economic development through a cost-effective waste management system.

The Committee's first priority is to develop a special, or hazardous waste management program, after which the Committee will work on a solid waste management program.

Yukon

Community and Transportation Services
Maurice Byblow, Minister



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